

25X1A
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mvp
UNIT: ASD/CSA
EXT:
DATE: 9 MARCH 1965

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mvp

CLASSIFIED MESSAGE
SECRET

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PERIODIC ROUTE	DEFERRED
X	ROUTINE
PRICORITY	INITIALS
OPERATIONAL	IMMEDIATE
INITIALS	

25X1A TO :
FROM: DIRECTOR
CONF:
INFO :



0760
0541-15 25X1A 25X1A

25X1A TO: INFO: CITE:
25X1A OXCART MF
25X1A REF: (IN 75659)

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MAXIMUM MEASURED GROUND OVERPRESSURES FROM A-12 AT
65,000 FEET DO NOT EXCEED ONE POUND PER SQUARE FOOT. THIS
IS EQUIVALENT TO CLOSE RANGE THUNDER AND POSSIBLY SOME WINDOW
DAMAGE. INCREASED ALTITUDES REDUCE OVERPRESSURES AND
CORRESPONDING EFFECTS. NO PROBLEMS ANTICIPATED DUE TO
SONIC BOOMS DURING OVERFLIGHTS OF DAMS ON TRAINING MISSIONS.

END OF MESSAGE

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ASD/OSA

COORDINATING OFFICERS

SECRET

RELEASING OFFICER

GROUP 1
Excluded from automatic
downgrading and
declassification

AUTHENTICATING OFFICER

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED.

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KTC pmw 11/13/65

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HANDLE VIA [REDACTED]
CONTROL SYSTEMSECRET
OXCART

Copy [REDACTED]

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MEMORANDUM FOR: Deputy Director for Science and Technology
SUBJECT: Sonic Boom measurements

1. Sonic boom measurements of OXCART aircraft are being recorded in the vicinity of [REDACTED] on an opportune, non-interference basis by Lockheed personnel using Lockheed ground measuring equipment. These measurements are being taken compatible with the current flight test and operational readiness program. Recent sonic boom overpressures recorded of SKYLARK aircraft in the SKYLARK environment, i.e., 2.1 Mach and 78,000 feet altitude, are 0.75 pounds per square foot nominal and a minimum of 0.3 pounds per square foot in the overflight of the recording station. This nominal value is approximately double the volume theory but lower than the lowest overpressure recorded for the B-58 aircraft at comparable altitudes and lower speeds. During the climbing portion of the flight profile at approximately 1.3 Mach at 30,000 feet altitude, overpressures as high as 0.5 pounds per square foot have been recorded. Lateral displacement of the flight path from directly over the recording station results in lower overpressures than those quoted above. Although the 2.8 Mach and 78,000 foot overpressures are comparatively small, this magnitude will definitely be heard on the ground. All of the above data have been transmitted to the FAA and NASA. (See Attachment)

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2. It is recommended that this Agency conduct no specific sonic boom measurements tests for the Supersonic Transport Program but continue to forward all results of A-12 overpressure recordings to the FAA/NASA for information. Future measurements will also include overpressures recorded during the deceleration phase of the flight profile.

JACK C. LEDFORD
 Colonel USAF
 Assistant Director
 (Special Activities)

OXCART
SECRETHANDLE VIA [REDACTED]
CONTROL SYSTEM

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